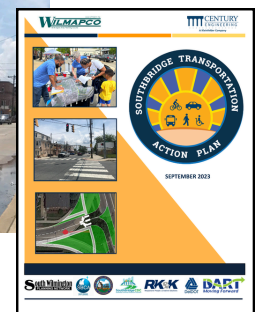


TRANSPORTER

Two Wilmington Projects Receive \$2 million+ in Federal Planning Support

A pair of WILMAPCO-supported projects in the City of Wilmington are each a small step closer to implementation thanks to recent grant funding. The I-95 Cap project on the West Side and a Truck Bypass Study in Southbridge recently secured funding from the Reconnecting Communities and Neighborhoods (RCN) Grants Program.

An often-heard comment from the public is that capping I-95 is a means to “right the wrongs” caused by the construction of I-95 through Wilmington’s downtown neighborhoods. Although the idea of a cap has been discussed for decades, public advocacy intensified during [DelDOT’s I-95 Restore the Corridor project](#), and funding for the I-95 CAP Feasibility Study was allocated by WILMAPCO in our FY22 UPWP. WILMAPCO and our partners (DelDOT/DTC, City of Wilmington) managed a public-facing study with an intensive outreach strategy to develop a concept that is implementable and has the support of the community. The preferred concept that was developed by our project team proposes a Cap over sections of I-95 between 6th Street and Delaware Avenue that will support large areas of multi-purpose green spaces along with specific community amenities like playgrounds, water play areas, an amphitheater and restrooms. The cap will create these green areas adjacent to some neighborhoods that have limited access to existing parkland. This concept was submitted by



DelDOT for the RCN grant and has been awarded \$2 million that will be used to continue public engagement and begin the necessary National Environmental Policy Act (NEPA) studies. For more information on this study, please visit: www.wilmapco.org.i95cap.

The Southbridge Truck Bypass Study (STBS), which will begin in the coming months, will explore methods for alleviating the daily impact of heavy truck traffic on residents in the Southbridge neighborhood near the Port of Wilmington. The study was commissioned as a result of the Southbridge Transportation Action Plan (STAP), which was completed by WILMAPCO in collaboration with the local community last year. The plan identified trucks as the primary concern for local transportation. Due to the close proximity of homes in this historic neighborhood to the 450 heavy trucks that pass through daily, residents have reported experiencing disturbances such as shaking walls, damage to buildings, loud noise, exposure to air emissions, and safety concerns. The bypass study, submitted by WILMAPCO for a Neighborhood Access and Equity grant, will recommend ways to significantly reduce total truck volume in Southbridge. This will include proposed new road extensions and connections. Additional funding will be necessary for the construction of any identified solutions. For more information on the STAP and to stay informed about the development of the STBS, please visit: www.wilmapco.org/southbridge.



An update on the Kirkwood Highway Corridor Master Plan: The importance of public engagement

If you are a frequent user of Kirkwood Highway/Capitol Trail, you may have noticed that different sections of the road have a vastly different feel as you travel through them. Some areas are surrounded by neighborhoods and greenery, making it feel like a road you simply pass through to reach your destination. Other sections, such as the area near Limestone Road with nearby restaurants, offices, and residences, have a more urban and commercial feel. You use these sections when you have a specific destination along this “main street” commercial area.

Kirkwood Highway, also known as SR 2 or Capitol Trail, is a 10.8-mile long roadway that connects the cities of Wilmington and Newark in Delaware. This heavily trafficked highway serves as a vital link for commuters, connecting them to various destinations such as shopping areas, restaurants, offices, and residences. However, it is not just a

simple roadway - it is what modern planners refer to as a "stroad", a hybrid between a street and a road, trying to serve multiple purposes. This has led to numerous challenges in managing the traffic flow and meeting the needs of the community, making public engagement crucial in finding a sustainable solution.

Though sections of the corridor look different, they are similar in one aspect: the roadway was designed largely to serve automobiles. Some segments were retrofitted with sidewalks and improved crosswalks to improve multi-modal access, but the roadway is best suited for vehicular travel, which leads to safety concerns for pedestrians and bicyclists along many parts of the corridor. Despite the challenges crossing the road and accessing some of the bus stops, this corridor carries DART bus route 6, which is one of the most well-used bus routes

in DART’s system, with consistently high ridership.

The purpose of the Kirkwood Highway Land Use and Transportation Master Plan is to create an attractive and cohesive plan for the corridor that will integrate land use and transportation to accommodate future economic growth along the corridor. As our project team has spoken with residents of the corridor at committee meetings and workshops, one of the resounding concerns has been safety for all users. There are areas that have very high rates of automobile crashes, some at higher speeds that result in fatalities and severe injuries. Many areas lack safe and accessible sidewalks and pathways, resulting in crashes that involve pedestrians and bicyclists. Also, the number of close calls discourage people from trying to walk or ride a bicycle along the corridor.



WILMAPCO Adopts FY 2025-2028 Transportation Improvement Program

This May, WILMAPCO adopted the FY 2025-2028 Transportation Improvement Program (TIP), detailing \$2.8 billion in planned priority roads, buses, rail, bicycle, and pedestrian improvements. The TIP lists all federally funded and regionally significant projects expected over the next four years.

New projects include:

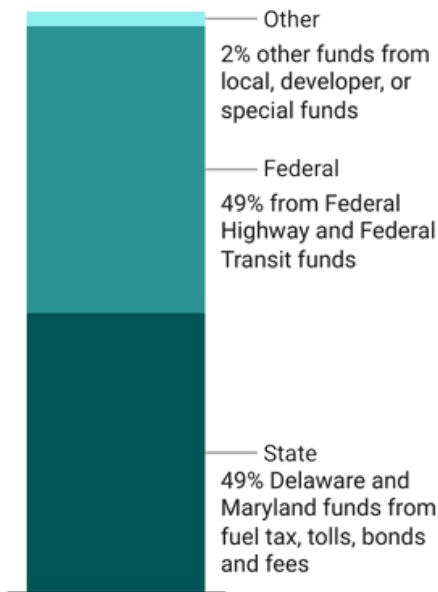
- Diamond State Rail Line Study —study of passenger rail service from Wilmington or Newark to Dover, Harrington, and Berlin, or Salisbury, MD.

- Single-lane roundabouts at the Bear Road / Reybold Drive, Bunker Hill Road / Sand Hill Drive/Merrimac Avenue, and St. Annes Church Road / SR 71 intersections
- Governor Printz Boulevard Road Diet between US 13 at Philadelphia Pike and East 35th St.
- Hares Corner (US 13 and SR 273) Grade Separated Intersection—redesign intersection to reduce congestion and provide for safer driving, walking, and bicycling

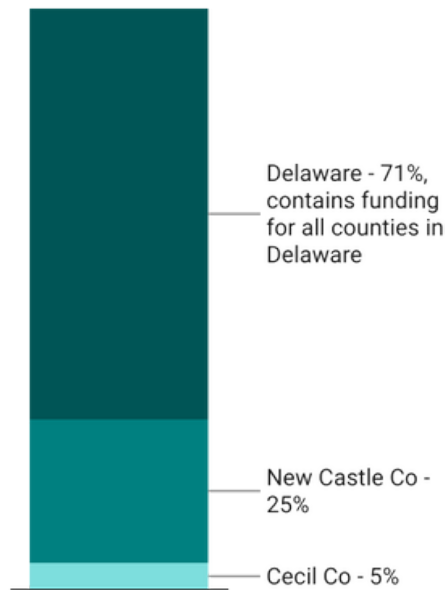
- Sears Boulevard Extension — connection from Sears Boulevard to the industrial properties along Crowell Road
- US 40 between US 13 and MD Line Multimodal Improvements —shared pathway for bicyclists and pedestrians
- National Electric Vehicle Infrastructure Program in Cecil County

Projects promote safety and preservation, with 55% of funds going towards maintaining existing facilities and services.

How is the TIP funded?

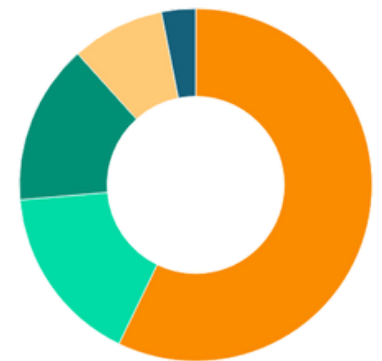


Where are the projects?



Projects by mode

- Multimodal - Serves cars, transit, freight, walking and bicycling in a balanced way (57%)
- Other - Includes aeronautics, port, environmental, equipment, planning, etc. (16%)
- Road - Roads and highways (15%)
- Transit - Bus, passenger rail, and paratransit (9%)
- Bike/Ped - Pedestrian and cycling transportation (3%)



During the development of the TIP, the document was available for comment from March 18 through May 13, 2024 and shared at two public workshops.

Learn more at www.wilmapco.org/tip.

UPWP Unveils Exciting New Projects on the Horizon

The WILMAPCO Council adopted the Unified Planning Work Program (UPWP) for Fiscal Year 2025, which describes plans, studies, and programming for the fiscal year, including time frames for completing the work, who will perform the work, the cost and source of funding. Over the next year, WILMAPCO will be working with our planning partners and reaching out to the public for input on a variety of new projects.

- The New Castle County Strategic Plan Update will explore innovative initiatives to achieve the aspirations of the New Castle County Comprehensive Plan and the Regional Transportation Plan including Vision Zero, providing for all modes of transport, equity, and sustainability.
- The Augustine Cut-Off Corridor Bicycle and Pedestrian Network Improvements, Phase 2, The goal of this study is to develop concepts for improvements to Augustine Cut-Off from Cantera Avenue to W. Park Drive from a more holistic perspective (bike/ped facilities, intersection improvements, traffic calming, typical sections, and aesthetics) and develop a concept for a capital project, while continuing public engagement efforts.
- The Rocky Run Pathway Underpass Feasibility Study will look at the feasibility of converting one of the three cells of the Rocky Run culvert under US202 to a shared-use pathway. This new pathway will connect to nearby pedestrian facilities and networks of low-stress cycling facilities. The study will include a design concept developed with extensive public outreach, and include cost estimates, any necessary phasing, and the project delivery pathways.
- The MD-272 Plan will examine transportation improvements to the MD-272 corridor, bounded on the north by the Joseph Biggs Memorial Highway (MD-274) and on the south by Shady Beach Road and Hance Point Road. While targeted for future growth, the corridor is already strained under current conditions. Identifying solutions is one of Cecil County's top transportation priorities. Development of the MD-272 Plan will be a community-driven process aimed at enhancing connectivity, safety, and accessibility.
- With the First/Final Mile Freight Network Update, WILMAPCO will support DelDOT's efforts to perform a two-part effort in addressing localized freight impacts around the New Castle County first/final mile freight connections. These connections are smaller roadways that connect businesses to the state and national highway networks. First, there will be a technical update to the 2021 [First/Final Mile Freight Network Development Study](#). The second part will perform a series of tasks outlined in the 2021 study.

To stay up to date on the progress of these plans and studies, visit <http://www.wilmapco.org/plans-and-studies>. Here, you can find the latest updates and opportunities to participate in WILMAPCO's planning efforts. Your involvement is crucial in shaping a transportation network that effectively serves your community's needs.



Claymont Area Master Plan Ideas Shared

The Claymont Area Master Plan (CAMP) is being developed by Claymont Renaissance Development Corporation, DeIDOT, DART First State, New Castle County, and WILMAPCO in partnership with community stakeholders. At a May 20th public workshop, three land use and three transportation scenarios were shared with the community that address future needs identified during the February 29th Visioning Public Workshop using a range of approaches.

Land Use Ideas

The goals listed below continue the vision laid out in the Claymont Community Redevelopment Plan and respond to what we heard from the Claymont community at our first public open house.



Identification of underutilized parcels for redevelopment



Support for a mix of uses for all to live, work, play, eat, shop, gather



More prominent entries to Claymont's "Main Street"



Support for more open space and improved streetscapes as part of redevelopment



Support for accessory dwelling units and better connections in all neighborhoods



Long-term vision for redevelopment of aging apartments to include more units and support for a mix of incomes

Philadelphia Pike Options

The three scenarios include updates to the Hometown Overlay along Philadelphia Pike and Gov. Printz Boulevard and represent increasing levels of density that could be considered.

#1: Minor Policy Changes

- Minor policy changes to modernize the Claymont Design Guidelines
- No updates proposed to the Hometown Overlay

#2: Stronger Pike

- Allows for more density (up to 2-3 floors) along more parts of Philadelphia Pike
- Considers longer term options for redevelopment off the Pike

#3: Gateways to Claymont

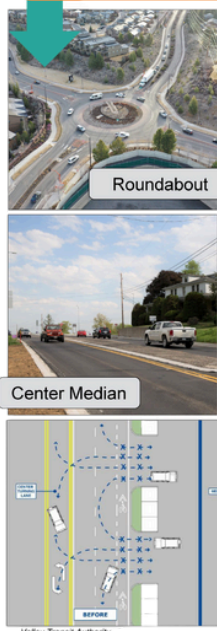
- Increases allowable density similar to Scenario 2
- Calls for 2 sites at either end of Claymont to allow up to 4 stories of development

Transportation Ideas to Address Community Concerns

Speeding & reckless driving



Problems with left turns & drive through queuing



Pedestrian safety and accessibility



Transportation Scenarios

#1: Build Tactical Complete Streets Improvements

#2: Extend Road Diet South of Delaware Ave and North of Governor Printz Blvd

#3: Transform Key Intersections into Roundabouts and Provide Raised Medians

Next, the planning team will refine the initial ideas based on community feedback and assess how well they meet community goals. Results from the analysis will be presented at a third public workshop later this year.

To learn more and view draft ideas, visit www.wilmapco.org/claymont.

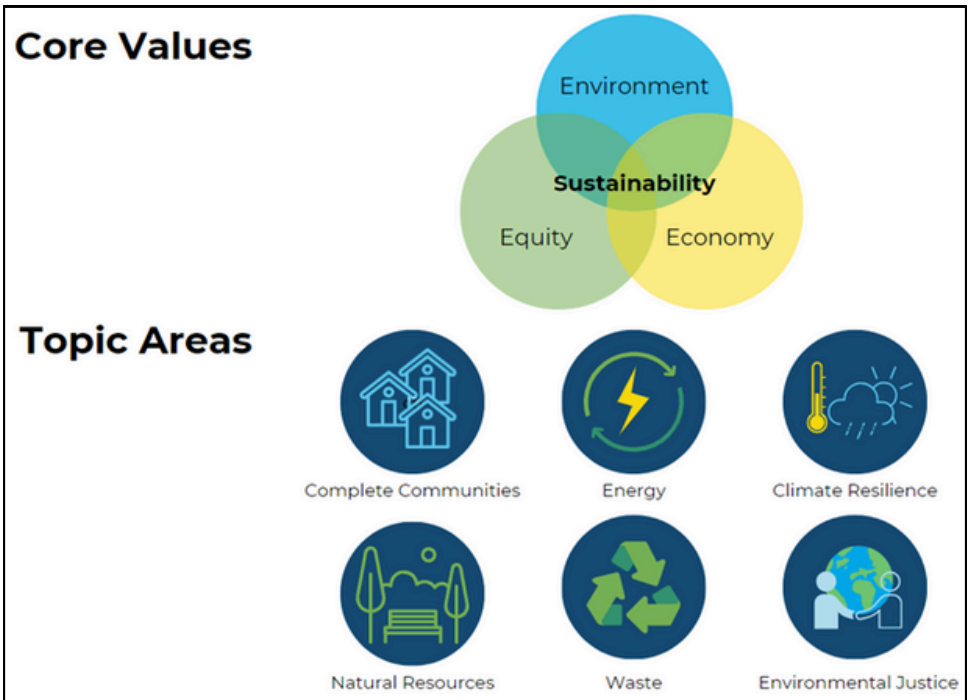
New Castle County Sustainability Plan

New Castle County is developing a Sustainability Plan to guide its initiatives for a brighter future. The draft, released in April 2024, is inspired by the NCC Comprehensive Plan and the GreeNCC initiative. GreeNCC is a county-wide program dedicated to improving the environment and enhancing residents' quality of life through sustainable policies and legislation. This initiative has led to significant policy improvements and the adoption of six ordinances that protect forested areas, scenic byways, limit landfill height, and enhance open spaces.

NCC2050, adopted on July 26, 2022, is the culmination of over two years of public outreach beginning in 2020. Despite the challenges posed by the COVID-19 pandemic, the county saw unprecedented participation from residents, many of whom were previously uninvolved. The resulting comprehensive plan prioritizes equity, sustainability, and resilience.

Recognizing the need for a detailed implementation plan, County Executive Meyer appointed a Coordinator to lead these efforts. The draft Sustainability Plan is based on extensive research, community input, lessons from other municipalities, and data from public meetings and surveys. It

serves as a foundation for ongoing community engagement on sustainable futures. As the state's most populous county, New Castle County is pivotal in safeguarding our future. The draft plan outlines goals, sub-goals, targets, and implementation tasks and is guided by three core values and six focus areas.



We held three public meetings this spring and are still looking for more input! Please visit our website to view the plan and take a survey: <https://www.newcastlede.gov/25921/Pathway-to-Sustainability>

Additionally, please join us for a virtual meeting on August 7, 2024 from 6:00-7:30 PM. Register here:

https://us02web.zoom.us/join/register/WN_sb8NeUyRQag7Ny8E-iGqw

If you have additional questions or feedback, please contact Kristie Arlotta, Sustainability Coordinator, at: kristie.arlotta@newcastlede.gov

Office: (302) 395-5122

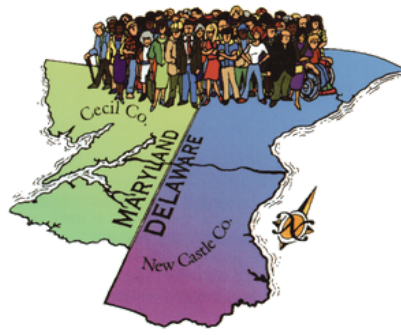
Cell: (302) 932-3716



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Dawn Voss



Transporter Newsletter
Summer 2024

WILMAPCO Public Meetings

For the latest information on meeting location or virtual login, please visit www.wilmapco.org
or email Elizabeth Espinal at espinal@wilmapco.org

JULY	AUGUST	SEPTEMBER
<i>July 11, 2 p.m.</i> WILMAPCO Council	<i>August 1, 10 a.m.</i> Air Quality Subcommittee	<i>September 5, 10 a.m.</i> Air Quality Subcommittee
<i>July 18, 10 a.m.</i> Technical Advisory Committee	<i>August 6, 3 p.m.</i> Nonmotorized Transportation Working Group	<i>September 12, 2 p.m.</i> WILMAPCO Council
	<i>August 12, 6 p.m.</i> Public Advisory Committee	<i>September 19, 10 a.m.</i> Technical Advisory Committee
	<i>August 15, 10 a.m.</i> Technical Advisory Committee	

DID YOU KNOW THAT WILMAPCO HAS A MONTHLY E-NEWSLETTER
SIGN UP FOR WILMAPCO'S E-NEWS AT WWW.WILMAPCO.ORG